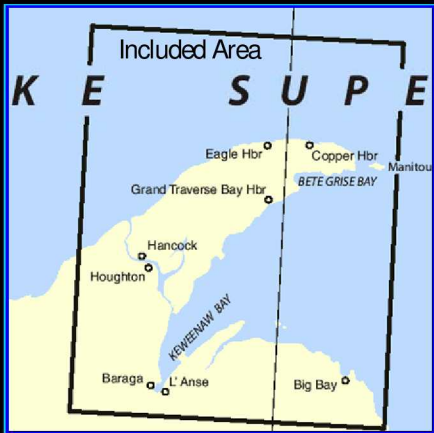


BookletChartTM

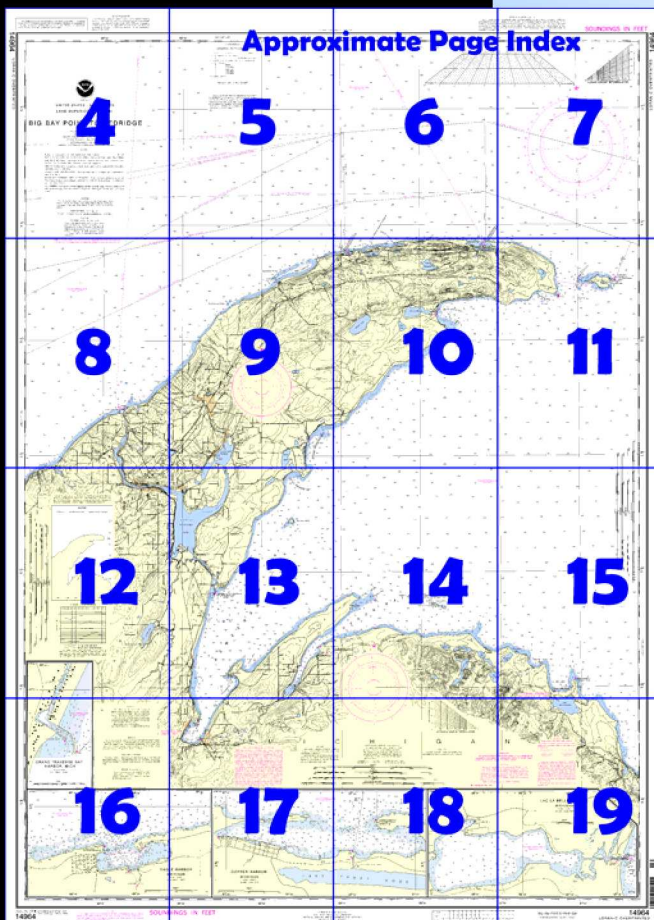
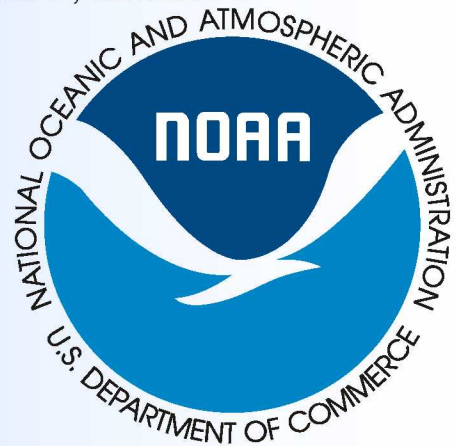
Big Bay Point to Redridge

(NOAA Chart 14964)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

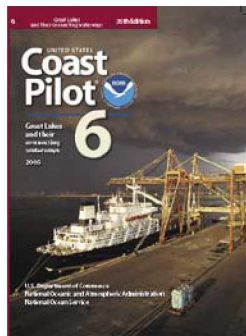
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 6, Chapter 13 excerpts]

(131) **Big Bay Point** (46°50.6'N., 87°41.0'W.), marked by a light, is 22 miles NW of Presque Isle Point. A shoal with a depth of 9 feet at the outer end extends 1.1 miles N from the point. A buoy marks the N end of the shoal. **Big Bay**, is a deep bight enclosed by Big Bay Point on the E and **Salmon Trout Point** on the W. The S and W shores have deep water within 0.3 mile.

(137) **Huron Islands** are a group of small islands centered 5 miles NW of Huron River Point near the entrance to Huron Bay. The islands are all bold and deep-to except for the easternmost of the group, from which rocks awash extend 0.3 mile SE. **Huron Island Light**, 197 feet above the water, is shown from a gray granite tower on a dwelling on the northwesternmost of the island group.

(138) **Huron Bay**, extending about 12 miles SW into the shoreline, is about 3 miles wide at the mouth and narrows to about 0.5 mile at the head. The bay has deep water within 0.5 mile of shore in the outer part, and the shores become deep-to in the inner part. **Point Abbaye** is the point at the outer end of the peninsula that separates the W side of Huron Bay from Keweenaw Bay.

(139) **Huron Bay Light** marks the outer end of a small projection of land on the SE side of the bay about 6 miles SW of Point Abbaye.

(142) **Keweenaw Bay** extends about 22 miles SW on the NW side of Point Abbaye and is enclosed on the W by the inner end of the E side of Keweenaw Peninsula. The bay is 12 miles wide at the entrance and has a minimum width of 1.1 miles abreast Sand Point, about 2.3 miles from the head of the bay. The E shore of the bay has deep water within 0.4 mile and the W shore within 0.7 mile.

(175) **Portage Coast Guard Station** is on the E side of the waterway about 0.2 mile W of the lift bridge at Hancock.

(178) **Little Traverse Bay** is a semicircular bight about 2 miles wide on the SW side of Traverse Point. The bay provides protection from W to NE winds and has a sandy bottom. **Grand Traverse Bay** is a broad indentation on the N side of Traverse Point. A shoal with a depth of 14 feet at the outer edge extends 1.1 miles from the N shore of the bay. In 1965, the ruins of a coal dock, covered 1½ feet, were reported to extend about 150 feet from shore near the NW corner of the bay. A stack at the village of **Gay, Mich.**, just N of the bay, is prominent.

(179) **Grand Traverse Bay Harbor** is a small-craft harbor near the center of the W shore of Grand Traverse Bay at the mouth of the **Traverse River**, about 18 miles NE of the lower entrance to Keweenaw Waterway.

(182) From the N side of Grand Traverse Bay, the shore extends NE for about 15 miles to **Point Isabelle** (47°20.7'N., 87°56.2'W.). Shoals extend as much as 0.7 mile from shore in this stretch. Point Isabelle forms the S side of Bete Grise Bay. A shallow rocky bank extends 0.9 mile NE from the point and is marked at the outer edge by a buoy.

(183) **Bete Grise Bay** extends 2 miles W on the N side of Point Isabelle. The S shore is low and rocky, the W shore low and sandy, and the N shore bluff and rocky. The bay has good holding ground with protection from W to NE winds. **Mount Houghton** and **Mount Bohemia**, N and WNW of the bay, respectively, are prominent. A fire tower is on Mount Bohemia.

(184) **Lac La Belle Harbor** is at the head of Bete Grise Bay, about 36 miles NE of the lower entrance to Keweenaw Waterway. A dredged canal leads from the head of the bay W for about 0.7 mile to **Lac La Belle**, a small inland lake about 2.5 miles long, 1 mile wide, and up to 37 feet deep. An abandoned lighthouse is on the S side of the canal about 0.2 mile W of the entrance.

(188) From the head of Bete Grise Bay, the shore extends E for about 11.5 miles to **Keweenaw Point** (47°24.1'N., 87°43.0'W.), the E extremity of Keweenaw Peninsula. This stretch is generally bold and deep-to. Elevations to 600 feet are close to the water. A boulder ledge, covered 3 feet, extends 0.4 mile S from Keweenaw Point and is marked on the SE side by a lighted buoy. **Keystone Bay**, just W of Keweenaw Point, has good holding ground with protection from W to NE winds.

(189) **Manitou Island**, 3 miles long and up to 1.4 miles wide, has its W end 2.8 miles E of Keweenaw Point. The deepwater passage between the point and the island is 1.8 miles wide. **Manitou Light** (47°25.2'N., 87°35.2'W.), 81 feet above the water, is shown from a white cylindrical tower on the E point of the island. A fog signal, radiobeacon, and radar beacon (Racon) are at the light.

(194) **Copper Harbor Light** (47°28.5'N., 87°51.6'W.), 90 feet above the water, is shown from a white skeleton tower near a white dwelling on the E entrance point.

(196) **Copper Harbor, Mich.**, is a village on the SW side of Copper Harbor. A public docking facility developed by the Michigan State Waterways Commission at the village provides berths, gasoline, water, electricity, sewage pump-out, and a launching ramp. The harbormaster monitors VHF-FM channels 16 and 9.

Table of Selected Chart Notes

Pump-out facilities

Corrected through NM Mar. 13/04
Corrected through LNM Dec. 16/03

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◊ (Approximate location)

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

POTABLE WATER INTAKE (PWI)

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

extreme Levels (penon or record)

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Marquette, Mi.	KIG-66	162.55 MHz (Chan. WX-1)
Houghton, Mi.	WKK-73	162.40 MHz (Chan. WX-2)

NOTE Z NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/vessel_sewage/vsdnozone.html.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

NOTE B

The channel legend reflects the Corps of Engineers project depth. The Corps of Engineers publishes the controlling depth periodically in the U.S. Coast Guard Local Notice to Mariners. For further information on channel depths, direct inquiries to Office of the District Engineer, Corps of Engineers, Detroit, Michigan.

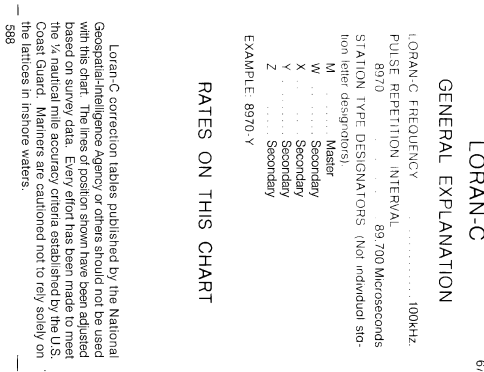
HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.270" southward and 0.442" westward to agree with this chart.

SOURCE DIAGRAM

Most of the hydrography identified by the letter "I" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.



CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) 601.1 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

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14964

LORAN-C OVERPRINTED



UNITED STATES - GREAT LAKES LAKE SUPERIOR-MICHIGAN

BIG BAY POINT TO REDRIDGE

Polyconic Projection
Scale 1:120,000
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

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CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

POTABLE WATER INTAKE (PWI)

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

Joins page 8

4



JOINS CHART 14968

88°20'

88°10'

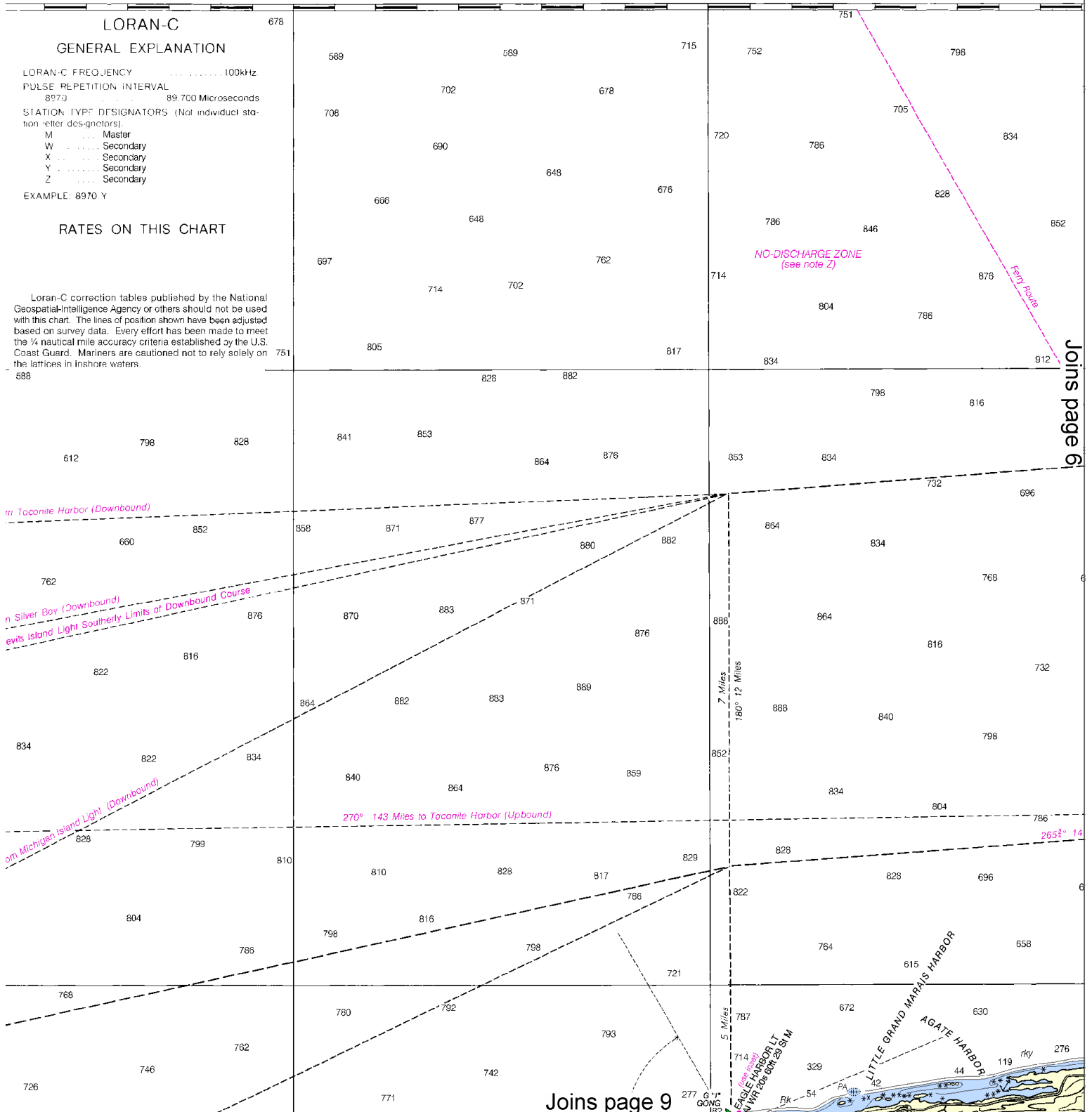
LORAN-C

GENERAL EXPLANATION

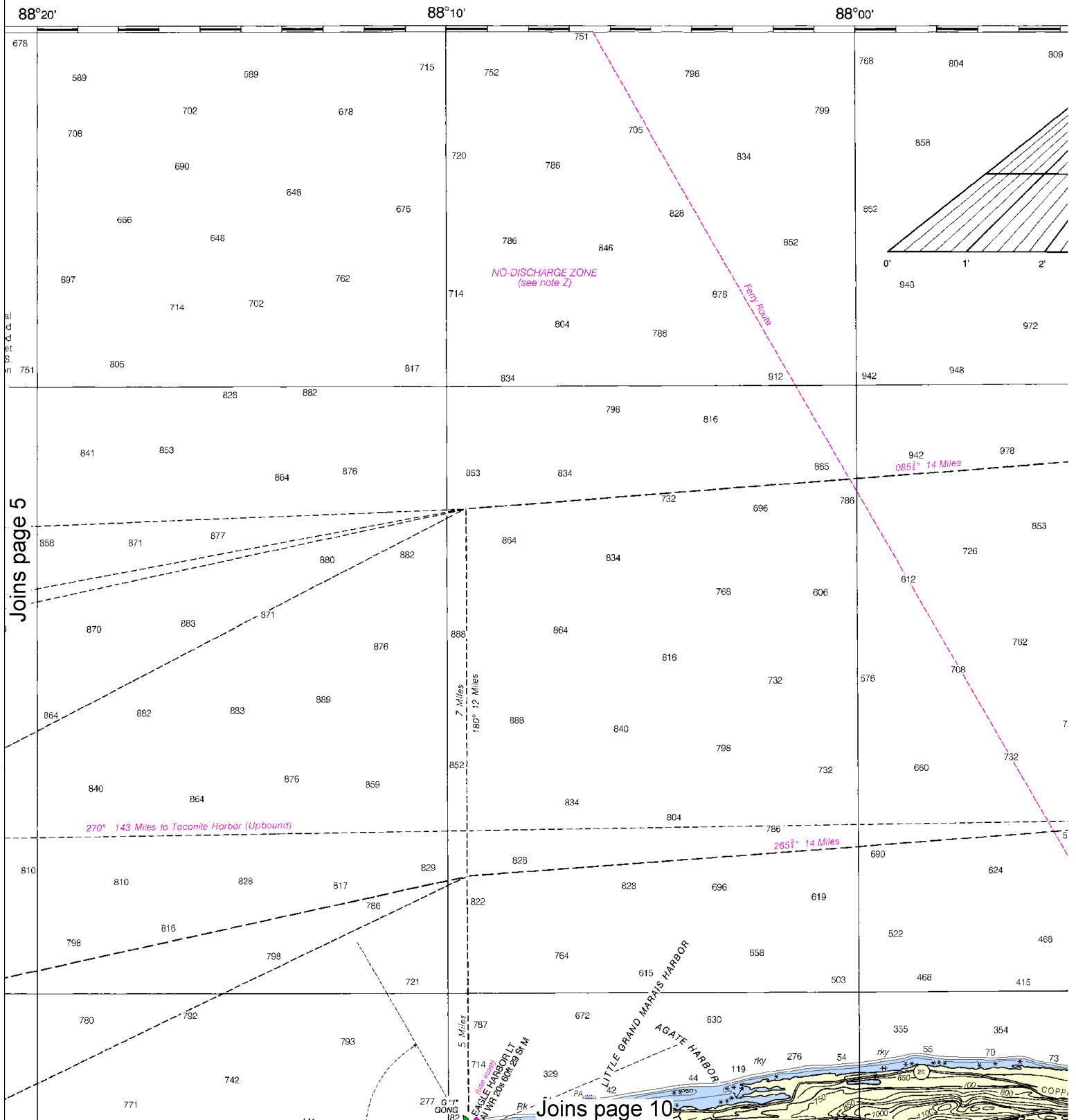
LORAN-C FREQUENCY 100kHz
 PULSE REPETITION INTERVAL
 8970 89,700 Microseconds
 STATION TYPE DESIGNATORS (Not individual station letter designators).
 M Master
 W Secondary
 X Secondary
 Y Secondary
 Z Secondary
 EXAMPLE: 8970 Y

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.



This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:160000. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



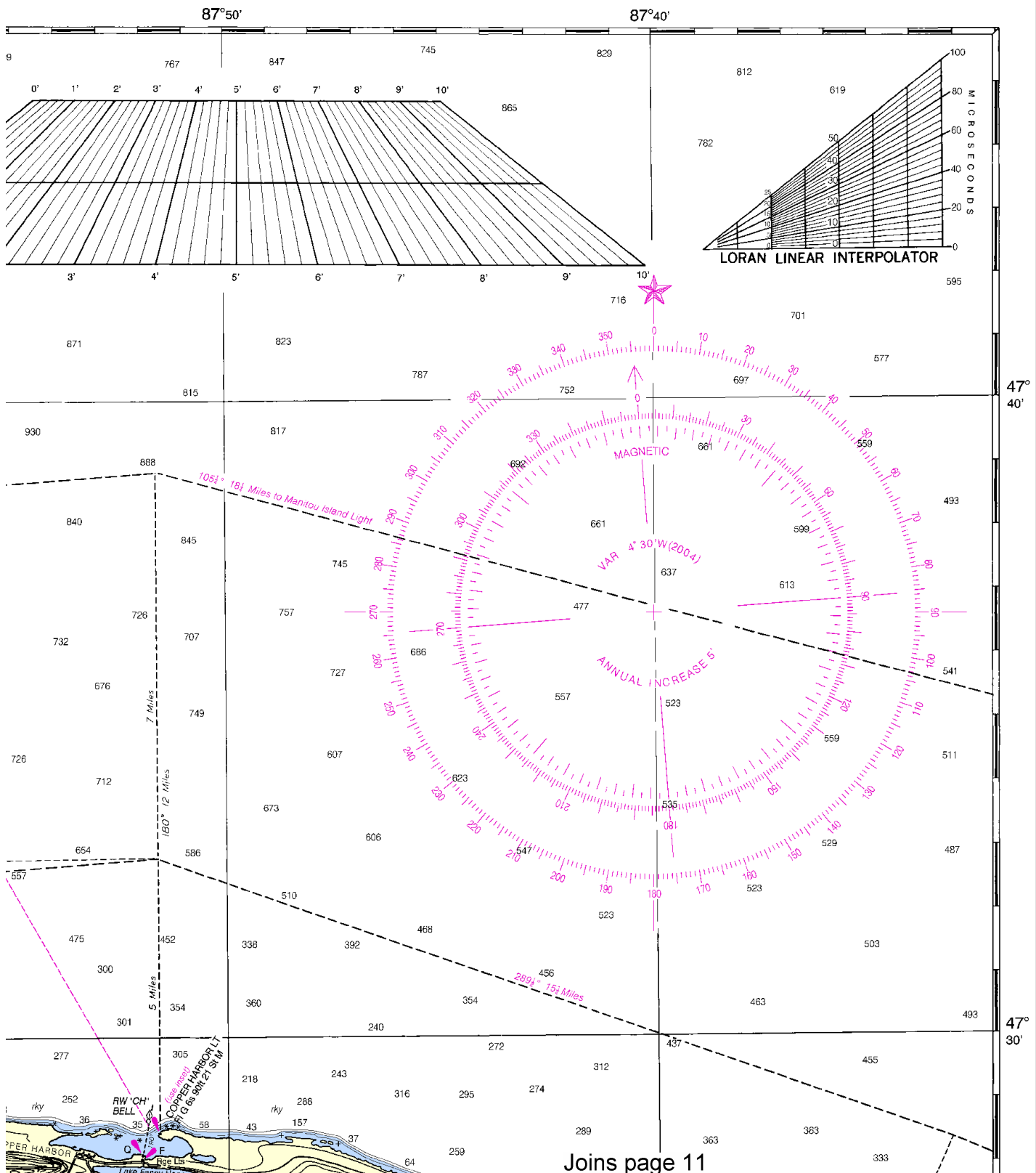
6



PRINT-ON-DEMAND CHARTS

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SOUNDINGS IN FEET



LORAN-C OVERPRINTED 14964

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 0110 1/29/2010.



Information.

Joins page 4

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

NO-DISCHARGE ZONE
(see note Z)

Ferry Route

257 $\frac{1}{2}$ ° 123 Miles to Devils Island Light Northern Limits of U.S. Sailing Course
244 $\frac{1}{2}$ ° 119 Miles to Michigan Island Light (Upbound)

47°
20'

JOINS CHART 14965

47°
10'

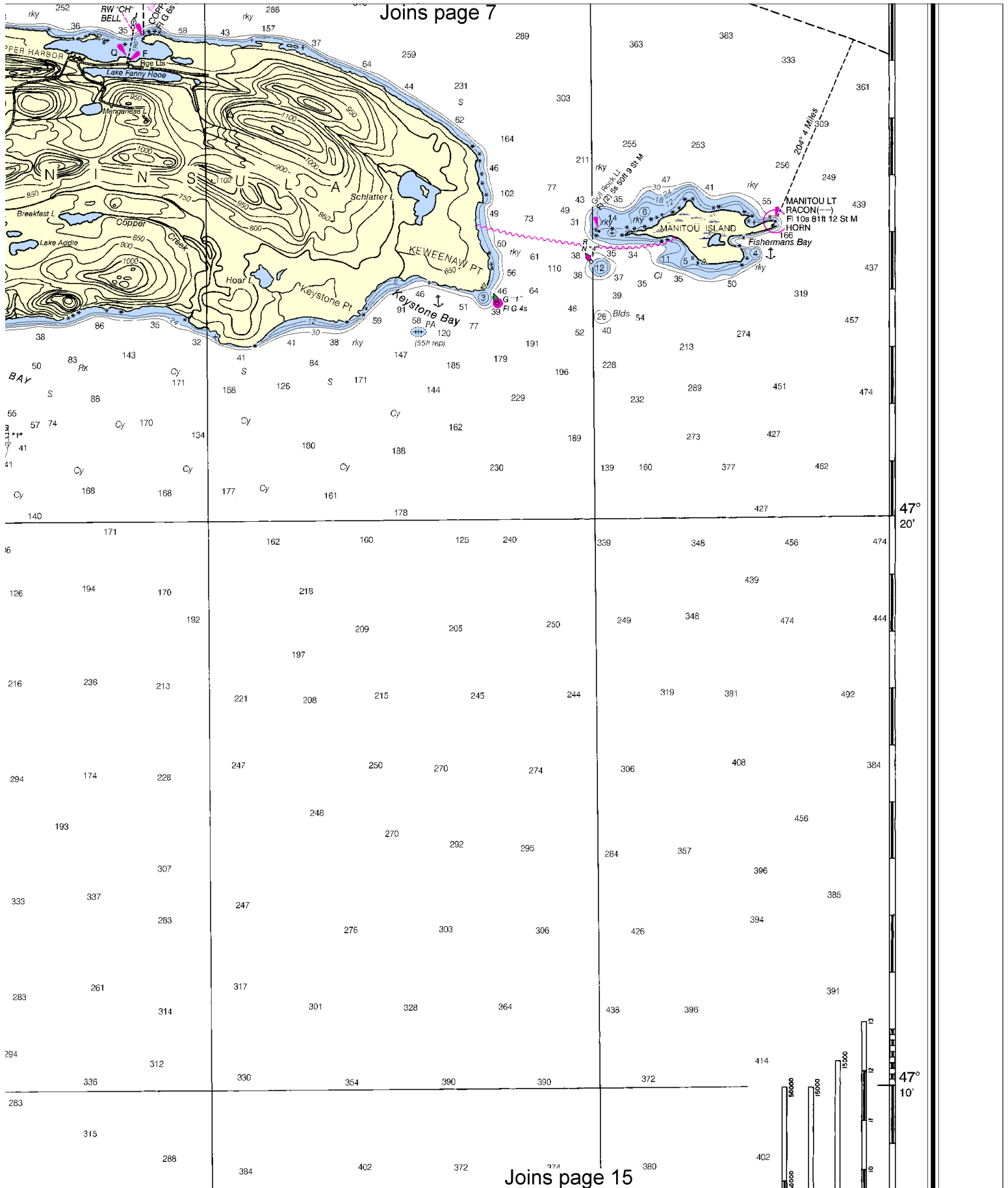
Joins page 12

8

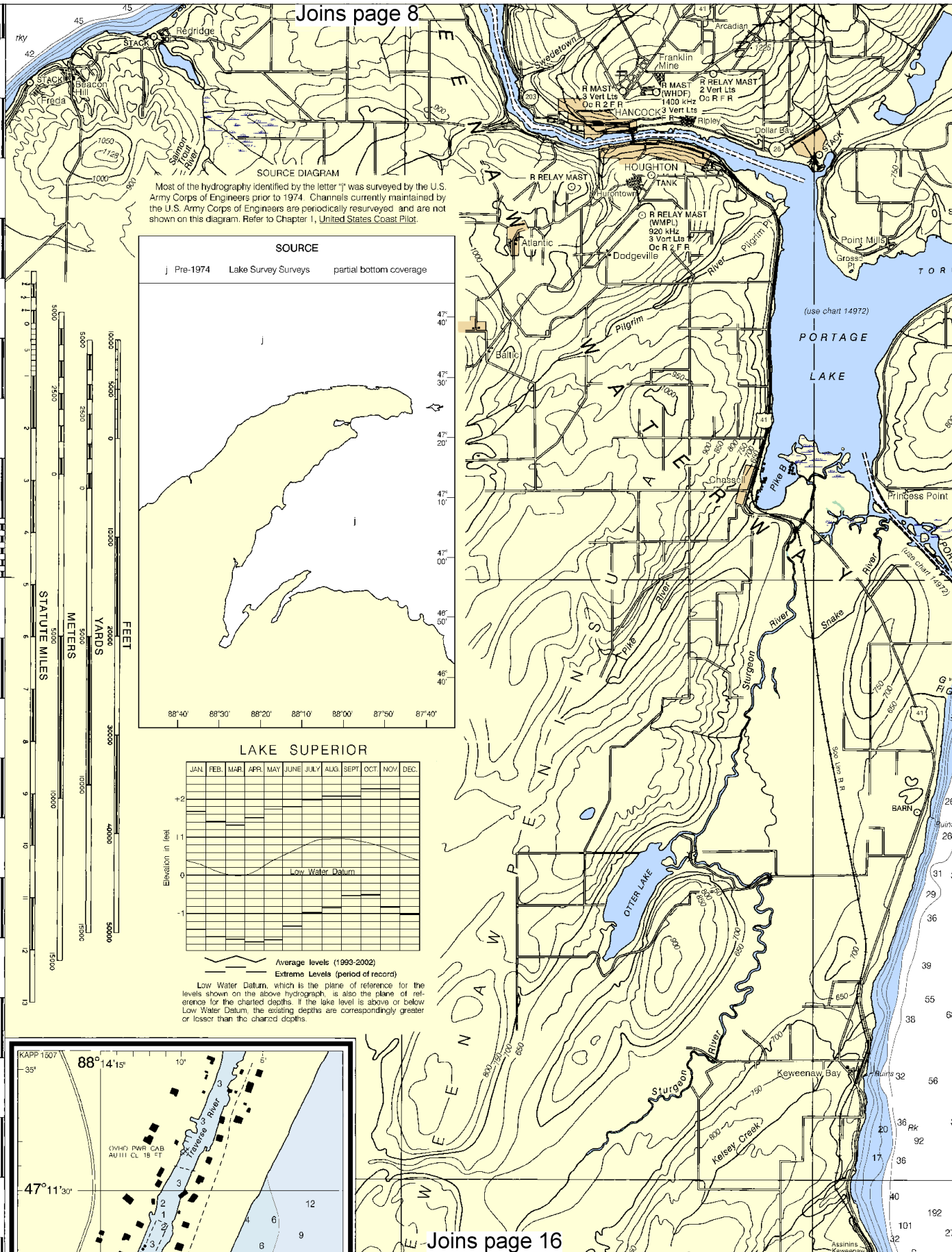


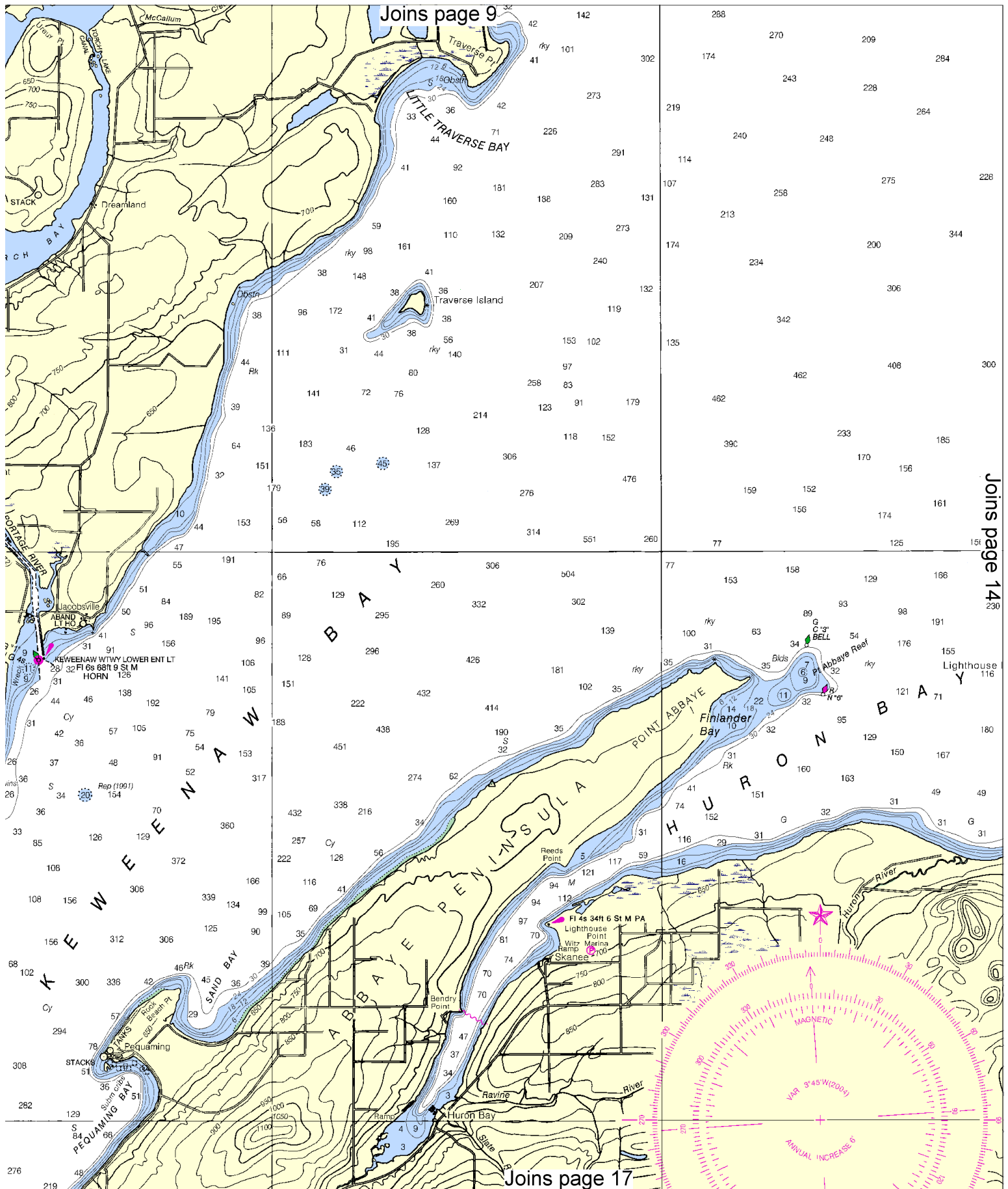


Joins page 7



Joins page 15

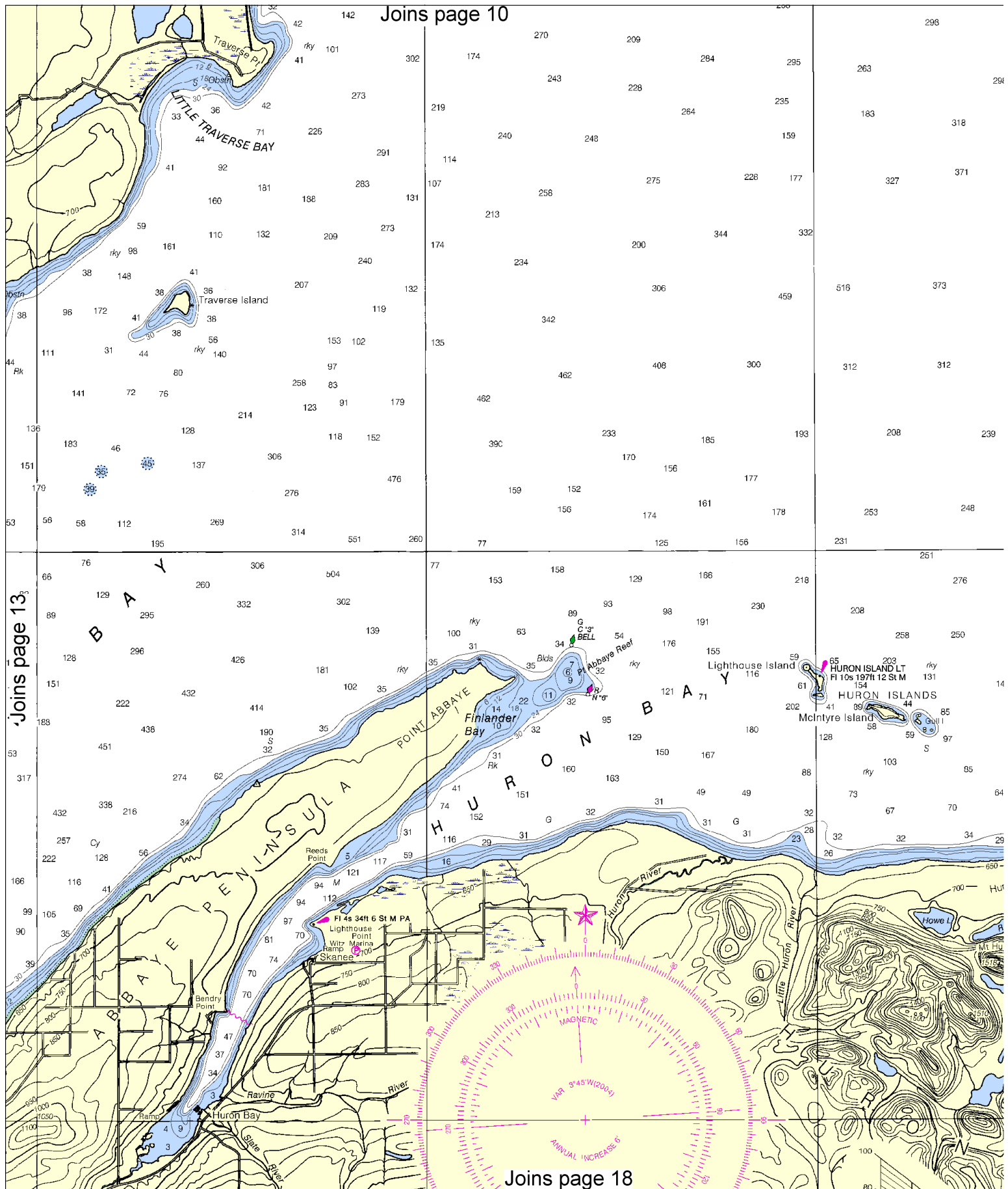




Joins page 9

Joins page 14

Joins page 17



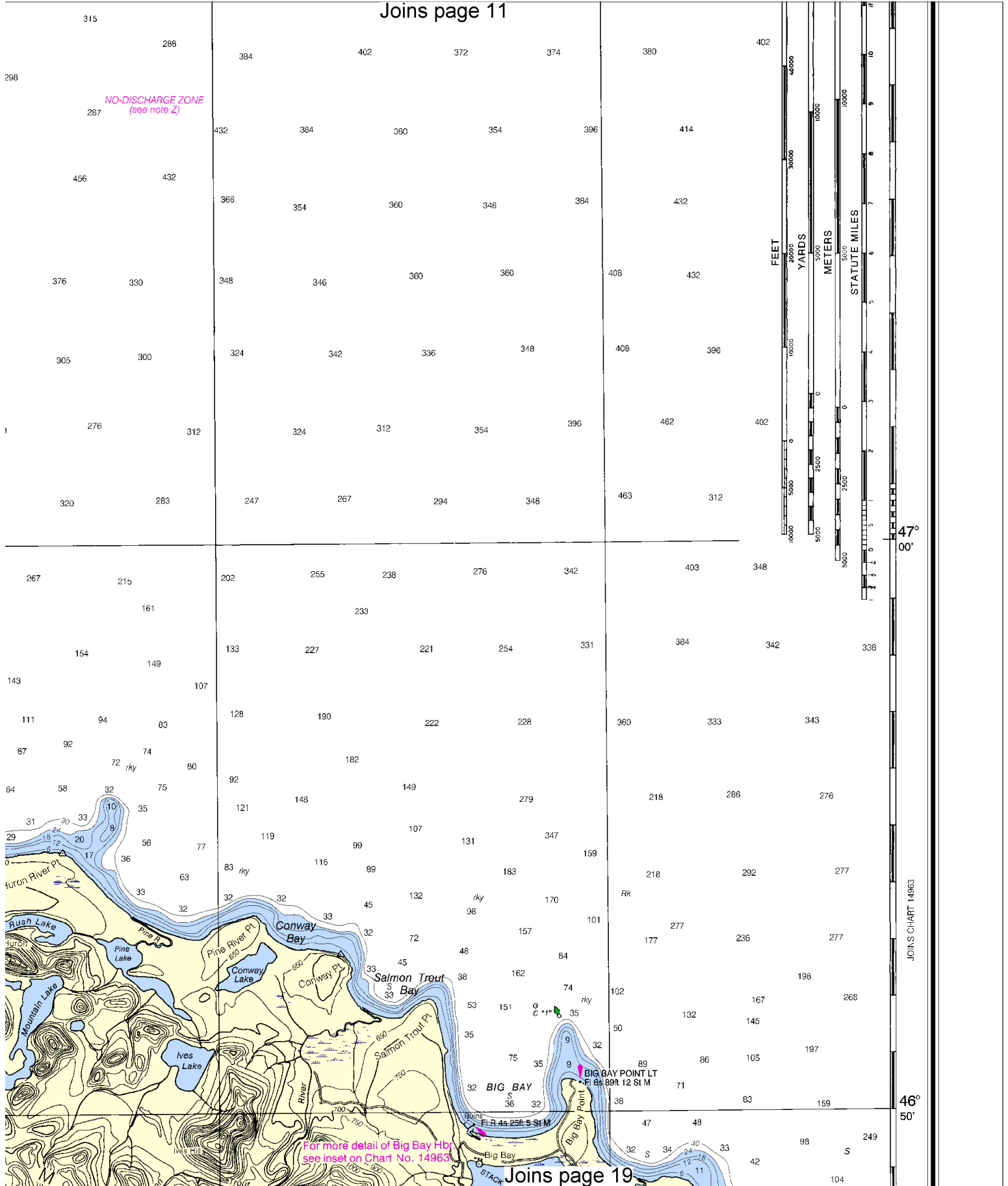
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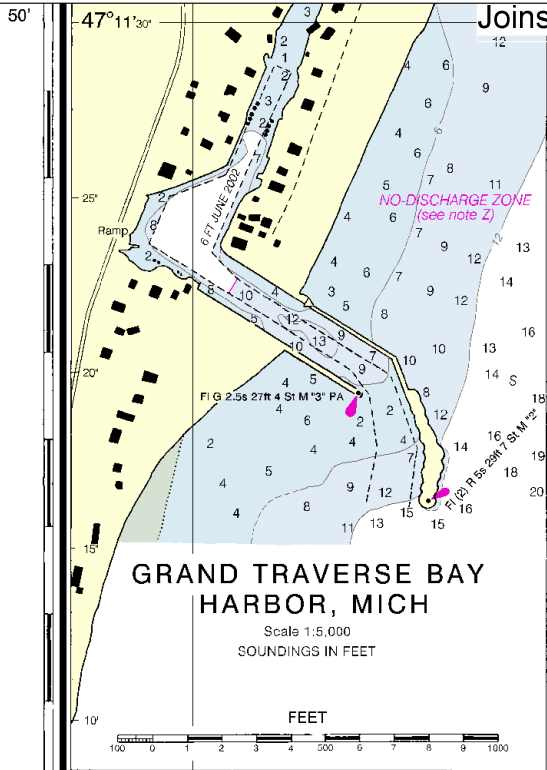
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Joins page 18

14







Joins page 12

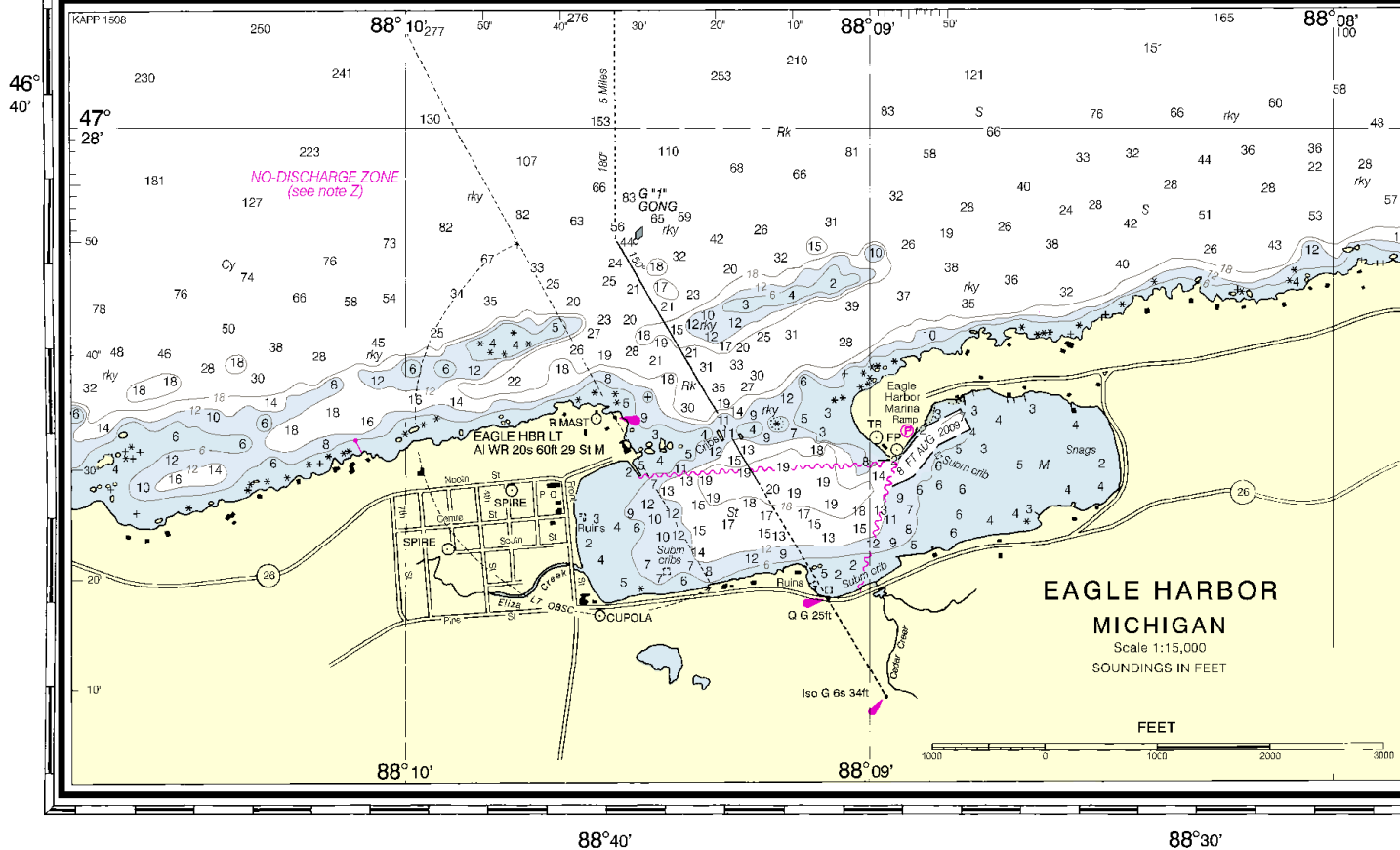
CAUTION
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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
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NOTE B
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POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

For more detail see
Chart No. 14971



21st Ed., Mar./04 ■ Corrected through NM Mar. 13/04
Corrected through LNM Dec. 16/03

14964

LORAN-C OVERPRINTED

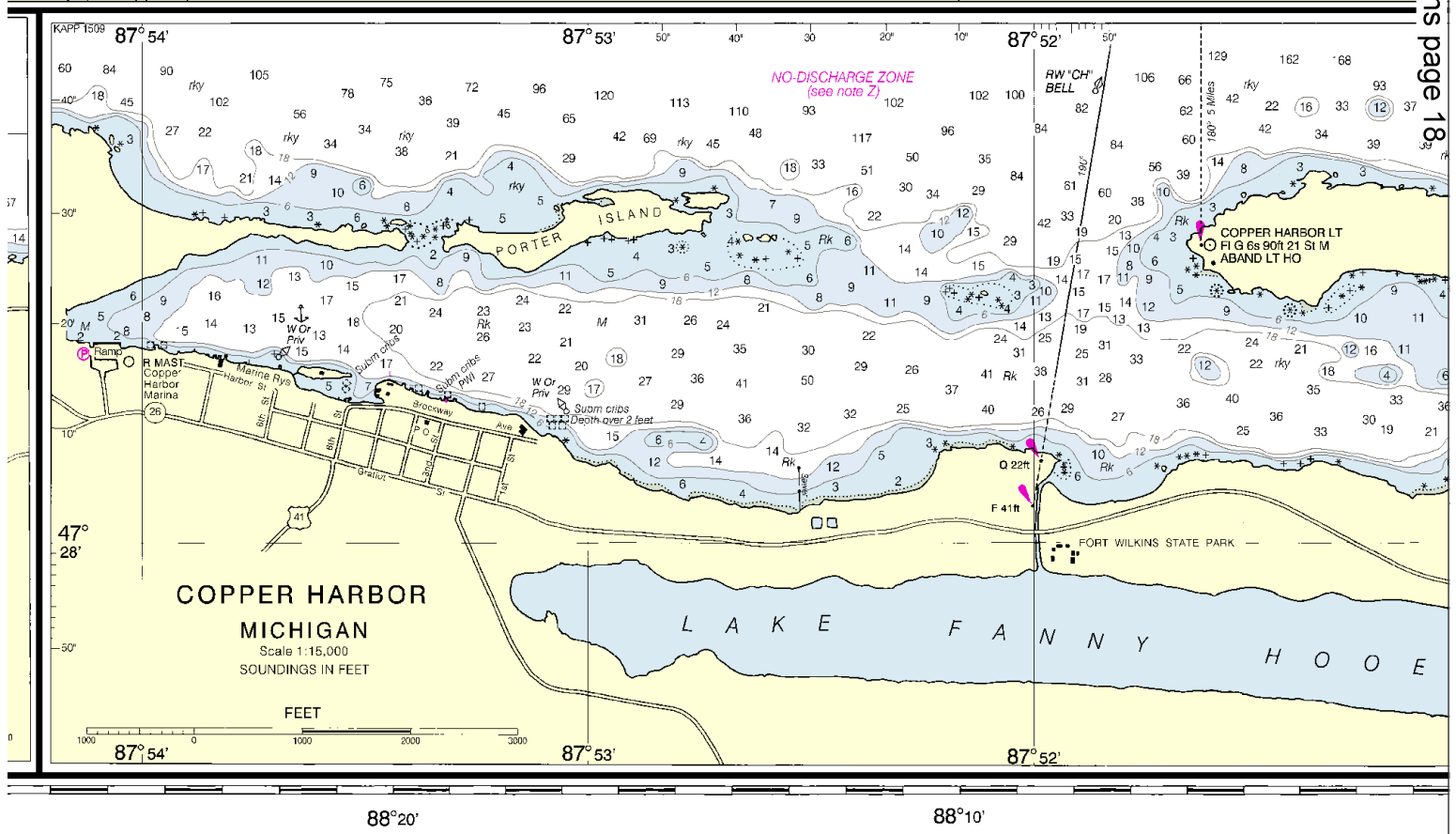
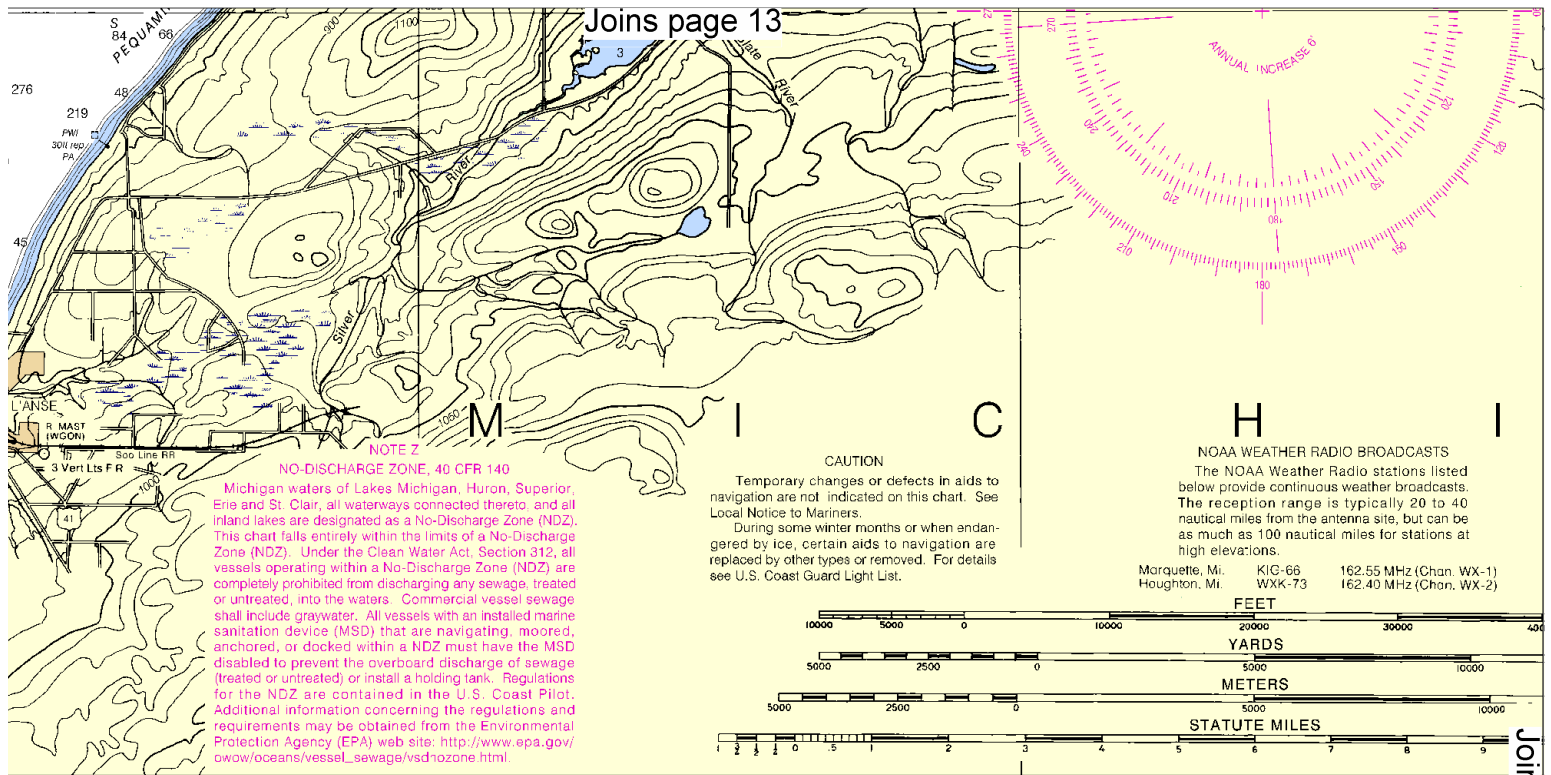
CAUTION

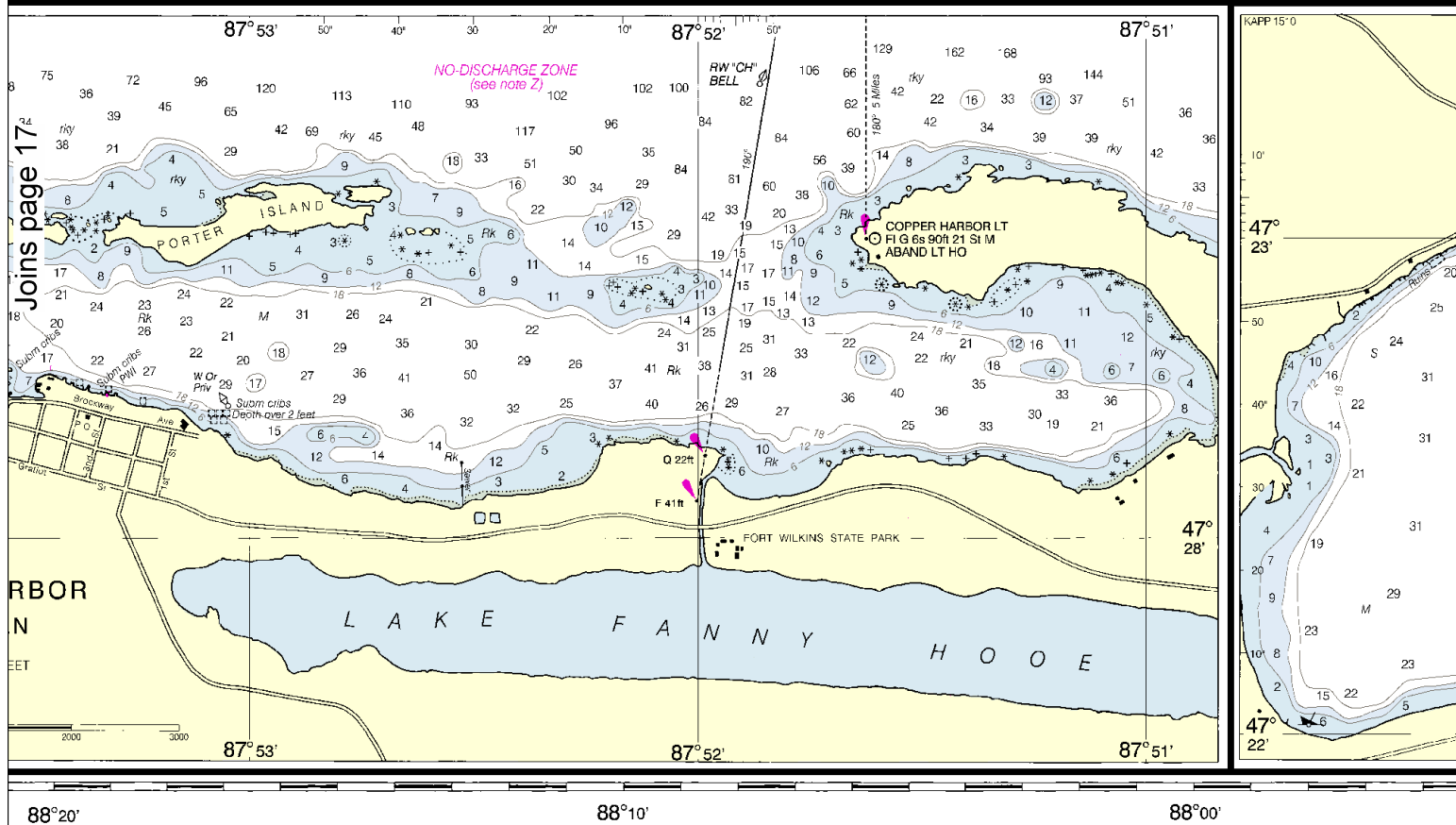
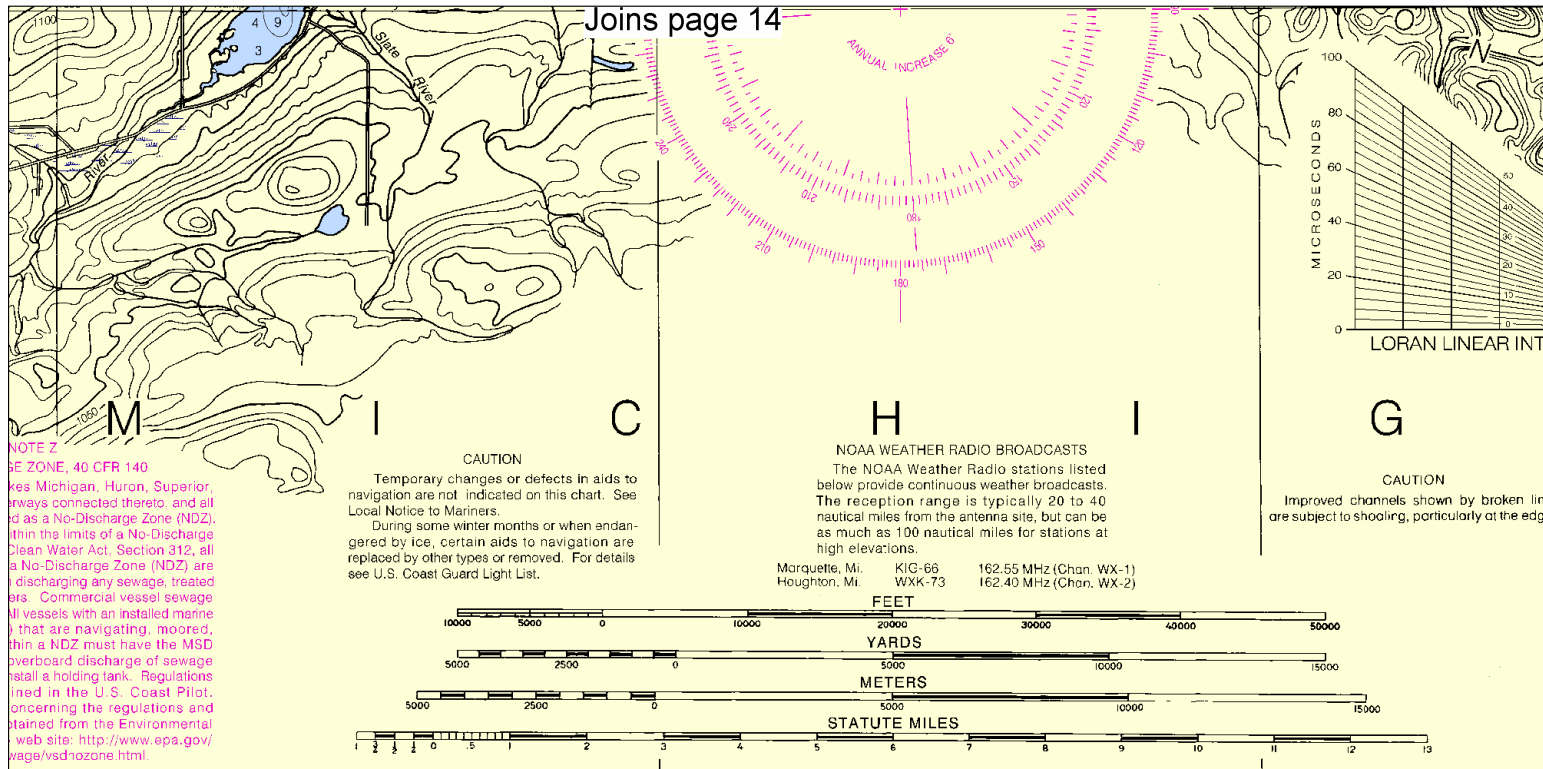
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SOUNDINGS IN FEET

16

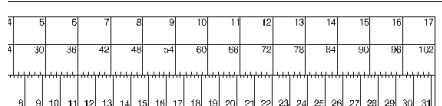
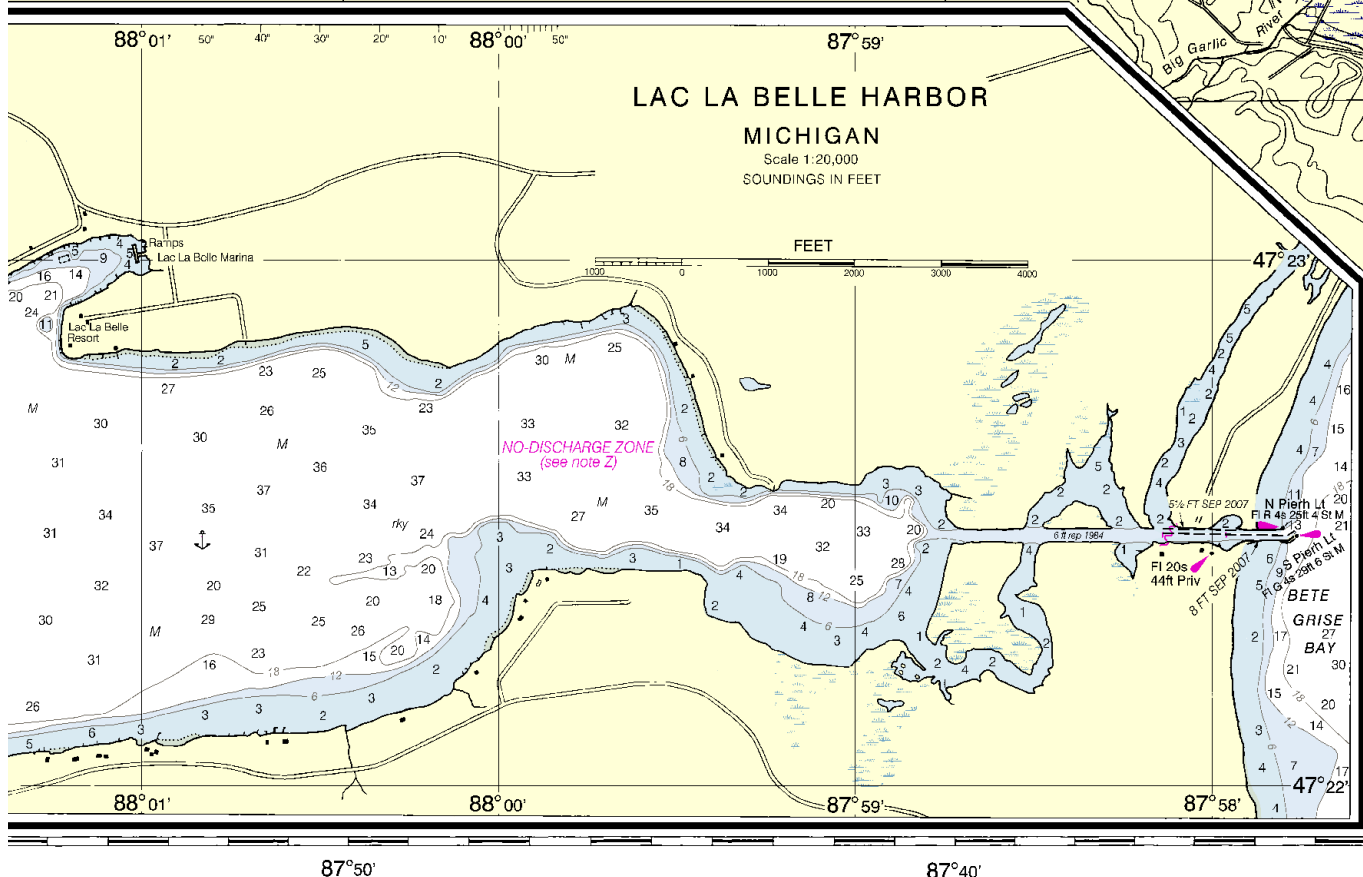
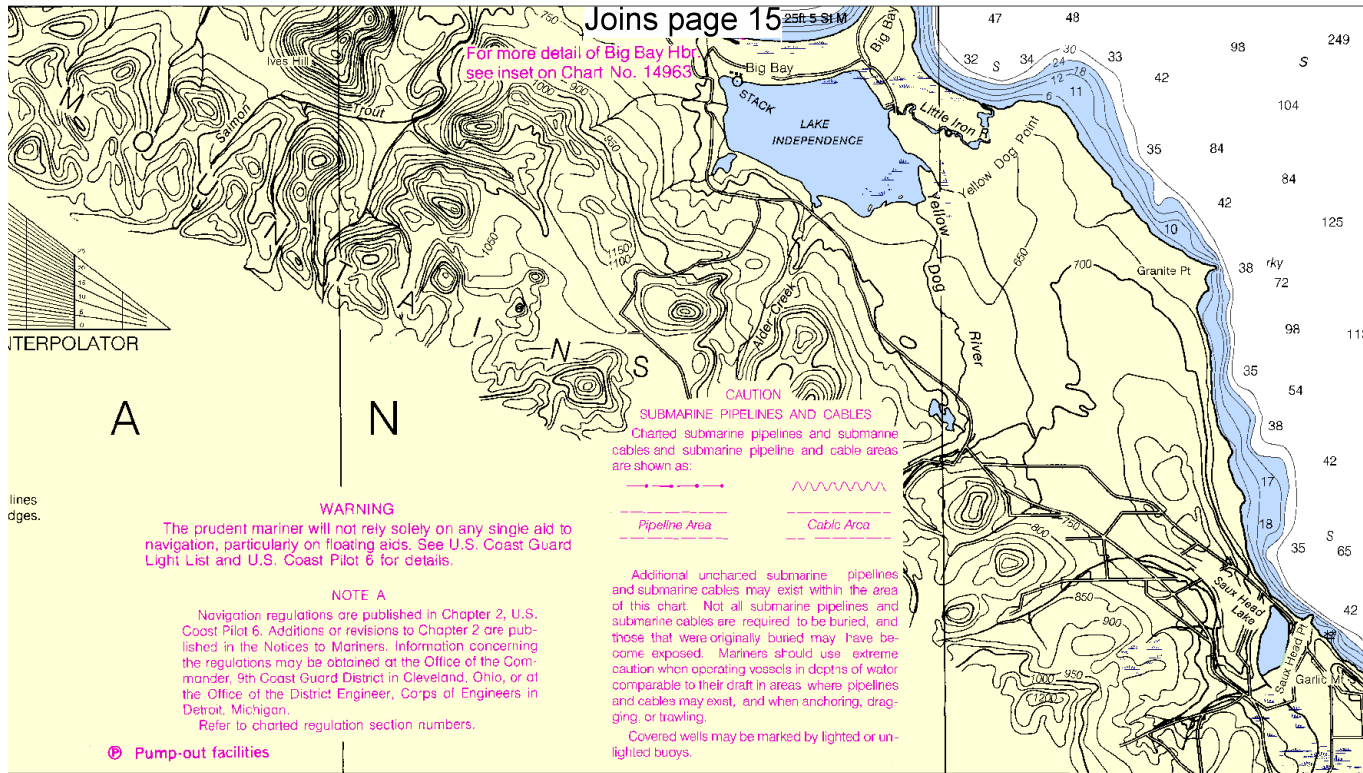






Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOMS	1	2	3	4
FEET	6	12	18	24
METERS	1	2	3	4



Big Bay Point to Redridge
SOUNDINGS IN FEET - SCALE 1:120,000

14964
LORAN-C OVERPRINTED

ED. NO. 21
NSN 7642014010606
NGA REFERENCE NO. 14XC014964

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (RCC) – 216-902-6117

Coast Guard S & R (Sault Ste Marie) – 906-635-3230

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.